

BOROUGH OF ABERYSTWYTH

PUBLIC HEALTH DEPARTMENT

ANNUAL REPORT 1971



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ABERYSTWYTH BOROUGH COUNCIL

Mayor of Aberystwyth

Alderman S. T. Lewis

Committees dealing with Public Health Matters

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Housing Sub-Committee	Councillor D. L. Evans	Thirteen Members
Public Works Committee	Alderman J. C. Edwards	All Members of the Council

To The Mayor, Aldermen and Members of
Aberystwyth Borough Council

PREFACE

I have pleasure in presenting the Annual Report of the Public Health Department for the year 1971.

The number of live births registered during 1971 was ninety-six, representing an increase of four over the figure for the previous year. There was one registered stillbirth and one infant died during the first week of life, and one between the end of the first and fourth week of life. No woman died as a result of pregnancy, childbirth or abortion.

The number of registered deaths was one hundred and twenty-nine, a decrease of twenty from the figure for the previous year. Forty-seven people died of heart disease, seventeen of 'stroke' and twenty-four of cancer.

There were no unusual outbreaks of infectious disease during 1971. Five new cases of tuberculosis were notified but no person died of the disease. In order to trace all contacts of a notified case of tuberculosis, the Department works in conjunction with the local chest physician.

In my Annual Report last year, I referred to the hazards of drug-taking in the hope that an increased awareness of this problem would help to prevent its escalation in our own district. This year I would like to draw your attention to a hazard which kills more males under forty years of age than any other cause, and which is the third greatest killer of females under the age of forty. I refer of course to road traffic deaths. A recent resolution of the World Health Organization (1970) emphasized that road traffic deaths and injuries are a major public health problem.

In recent years there have been about 7,000 deaths annually in Great Britain, 90,000 serious injuries and a quarter of a million slight injuries due to road accidents. In 1971, the exact number of people killed on the roads was 7,696. This number of deaths for 1971 was 1,000 more than the number of American Servicemen killed in Vietnam in the two years 1970 and 1971.

Road traffic accidents are the chief cause of deaths, among males up to the age of forty, numbering 30 per cent more than respiratory diseases, 50 per cent more than the cancers, twice the heart diseases and eight times the infectious diseases. Deaths of females from traffic accidents are about half those of males, but even so, up to the age of forty they rank third after respiratory diseases and the cancers, and kill twice as many as do infectious diseases (Registrar General 1971).

In 1972 the Department of the Environment published a review of road deaths in Britain and in this review it was stated that "No fewer than 37,500 fatal and serious casualties in 1970 were drivers or front-seat passengers of cars or light vans. If everyone had taken the trouble to buckle on the belts that were hanging unused in their vehicles, some 15,000 of these casualties would have been avoided". This statement is supported by the experience in the state of Victoria, Australia where compulsory seat-belt wearing came into force on Boxing Day 1970. When road deaths for the first six months of 1971 (when Victoria alone had introduced compulsion) were compared with the corresponding period in 1970, it was found that in Melbourne the number of deaths had been reduced by 24.8 per cent compared with a reduction of only 1.5 per cent for the rest of metropolitan Australia.

In Britain in 1970 it was possible to obtain information from survivors regarding 2,264 drivers or front seat passengers killed on the roads and it was

found that 2,130 had not been wearing seat belts. Recent figures show seat-belt wearing rates of only 32 per cent on motorways and 23 per cent on A roads. Perhaps a device that prevents the car being driven unless seat belts are worn is the answer here.

Medical conditions, excluding the effects of alcohol, fatigue and personality factors, are thought to account for less than 1 per cent of road accidents. Medical assessment of fitness to drive is now statutory for drivers of heavy-goods vehicles and public service vehicles and an applicant for an H.G.V. or P.S.V. licence should conform to the strictest standards of fitness. There are of course standards of fitness laid down for drivers of private vehicles, but it is known that, unless disabling attacks occur, only a small proportion of applicants for a Driving Licence disclose their particular medical condition. However, more stringent regulations would be likely to lead to greater concealment and might thus increase the risks.

In Cardiganshire in 1971 there were eleven deaths due to road traffic accidents and of these eight were between the ages of five and thirty-four. The total number of deaths from all causes in this age group in the county in 1971 were sixteen. So of these sixteen young deaths, half were due to road traffic accidents.

Fundamentally the three factors concerned in road traffic accidents are the man, the vehicle and the environment and an appraisal of the relative parts played by each of these alone and in combination has shown that in 85 per cent of accidents the driver was responsible in part or in whole and in only 15 per cent were the vehicle and/or environment primarily concerned. Almost half the accidents were caused by driver-environment interaction, and about 15 per cent were caused by driver-vehicle-environment interaction.

Thus the prevention of road traffic accidents depends upon the driver to a much greater extent than it does upon the vehicle or the environment. Hence in the prevention of road traffic accidents it appears to be far more important to have safer drivers than to have safer vehicles or a safer environment.

To promote safer driving by the individual it is first necessary to discover the causes of unsafe driving in order to be in a position to advise the individual driver.

At the outset it is important to realize that among private motorists it is impracticable to test for "accident proneness" with a view to withholding licences from those who fail the tests. Secondly, it must be appreciated that in certain circumstances on the road, everyone is at risk. Some of these circumstances will now be summarized:-

The most important factor in the production of fatigue associated with prolonged driving is the time of day when driving is undertaken. Assuming the normal diurnal rhythm, it has been shown that physiologically an individual is at his lowest ebb around 4.00 a.m., with a rapid rise in performance to 11.00 a.m. and then a slow rise until 9.00 p.m. when his alertness reaches its zenith. Therefore, a private motorist should arrange to avoid ending a prolonged period of driving during the early hours, and those who employ long distance drivers should ensure that shifts are not frequently changed and that a stable work-schedule obtains.

Since it has been shown that in a spell of driving lasting twelve hours with the usual meal breaks drivers initiate 50 per cent more risky overtaking in the last three hours than in the first three hours, then a driver should arrange that the latter parts of a period of prolonged driving do not coincide with his physiological trough of alertness.

A motorist who finds himself incurring near-accidents from hazardous overtaking manoeuvres, being surprised by crosstraffic at crossroads, braking at the last minute and crashing the gears should book in at the nearest hotel before driving fatigue causes him to be involved in a fatal accident.

Besides its association with driving fatigue, overtaking deserves to be considered on its own. It seems obvious that the danger of overtaking increases as closing speeds increase - in other words the less time a driver has to spare, the more time he needs to react but this implication to some drivers is not so obvious - that if there is any doubt about overtaking it should be postponed.

Psychological research has shown that risk-taking increases when environmental circumstances delay the attempt to perform the manoeuvre. In driving, this means that a driver frustrated in his initial overtaking attempt, may attempt a far more hazardous overtaking manoeuvre at the next opportunity. It has also been shown that an individual will take more risks in driving, when he is a member of a group of drivers.

The previous reference to closing speeds in overtaking leads naturally to an appraisal of speed per se in its relation to road safety. The fast driver and the slow driver are more often involved in road accidents than the average-speed driver, and the speeds may be related to aggressiveness and age of driver. Casualties in drivers and passengers can be reduced by up to 50 per cent when the 30 m.p.h. speed limit is enforced by increased police patrols, and conspicuous radar speed meters.

Perception of speed becomes more unreliable as speed increases. Therefore, the fast driver should be aware that he is making it difficult for other drivers to estimate his speed, and is obliging them to make snap decisions which may not always be the correct ones. Though the casualty rates per vehicle/mile are higher in urban areas the severity of injuries is 50 per cent greater in the higher

speed rural areas.

Another important physiological factor bearing upon road traffic accidents is reduced visibility. In poorly lighted towns there are proportionately more accidents due to drivers failing to detect pedestrians and cyclists than in well lighted towns and 70 per cent of collisions between light vehicles and the rear of heavy lorries occur during the hours of darkness. Fog is another hazard facing the driver, who on the one hand has to drive at a speed which will enable him to stop if something suddenly appears on the road in front of him, and on the other hand is obliged to maintain a certain speed in a line of cars. Using peripheral vision, corners can be safely taken at 40 m.p.h. though the windscreen is completely opaque - thus in a fog the more a driver's forward vision is occluded, the faster he tends to drive because he relies on peripheral vision and at slow speeds peripheral stimuli are weak. In fog a safe driver will relate his speed to his forward visibility and not to the peripheral stimuli he is receiving.

In the featureless environment of a fog the vehicle ahead provides the only cue as to distance, and the driver is apt to approach this vehicle until it becomes as clear to him as it would be if there were no fog - in other words he is driving much closer to the preceding vehicle than he would in normal conditions - this well established psychological theory of "perceptual constancy" is the cause of "motorway madness".

Though most of the stimuli reaching the driver are visual, it is true that auditory stimuli can displace visual stimuli because they are received on the same "channel" - this means that a driver carrying on an intelligent conversation while driving in a busy street is not driving safely. Similarly using a mobile telephone or recording device creates an auditory distraction which results in a decrement of driving skill as a result of divided attention, quite apart from the

distraction caused by the manipulation required to operate the equipment. However, if the driver is aware that the auditory stimuli are redundant, as far as his planned course of action in relation to his vehicle is concerned, then the auditory stimuli may in fact stimulate the fatigued driver, as does a car radio, whose stimulatory effect offsets its distracting auditory effect.

It is sobering to realize that even one glass of sherry impairs driving capacity in spite of the fact that the driver knowingly tries to compensate by driving more carefully and more slowly. The present maximum permitted blood alcohol level of 80 mg./100 ml. is a very liberal one as far as the driver is concerned, and it should be realized that a much lower level of blood alcohol results in impairment of driving efficiency.

The low alcohol intake common among social drinkers increases the risk of road traffic accidents when unexpected circumstances occur. The only advice that can be given to those who drink and drive is - Don't.

At the beginning I stated that it was impracticable to test private motorists for "accident proneness", but I would now qualify this statement by saying that certain sections of the population cause more accidents than others. It has been shown repeatedly that the extrovert is more likely to be convicted of careless driving than the driver with normal or introvert personality. This adds support to the finding that drivers with an aggressive temperament are more likely to be involved in accidents than normal drivers.

On good statistical evidence, Insurance Companies realize that young drivers tend to be unsafe, for the casualty rate per mile driven for the late teenage group is five times the rate for all ages. It has also been shown that persons with serious road traffic offences have more than their share of criminal offences and American work has demonstrated correlation between cities with high

road deaths and high homicide and suicide rates.

It is often stated that women drivers are unsafe, and this idea is supported by the fact that women do not possess such good spatial perception as men do. In spite of this it is a fact that women take less risks than men, and are involved in only about half the accidents incurred by men of the same age group.

In conclusion, road traffic accidents are likely to occur after prolonged driving, during overtaking manoeuvres, in group driving, at fast speeds, when visibility is reduced, when seat belts are not worn, when a mobile telephone has to be answered or there is a demanding talkative passenger and the lowest detectable blood alcohol level is present, especially in aggressive young men.

Road safety depends upon your awareness of your own personality and limitations, and of the tragedy you may bring to others as well as to your family and yourself.

A more detailed account of the work of the Public Health Department, including a portion by the Public Health Inspector, will be found in the following pages.

At Faer, Henaduriaid ac Aelodau o
Gyngor Bwrdeisdref Aberystwyth

RHAGAIR

Pleser imi yw cyflwyno Adroddiad Blynnyddol yr Adran Iechyd Cyhoeddus am
y flwyddyn 1971.

Cafodd naw-deg-chwech a anwyd yn fyw eu cofrestru yn ystod 1971, pedwar
yn fwy na'r nifer am y flwyddyn cynt. Cofrestrwyd un marw-anedig a bu farw
un baban yn ystod ei wythnos gyntaf ac un rhwng diwedd yr wythnos gyntaf a'r
bedwaredd wythnos o'i fywyd. Ni bu farw un fenyw am ei bod yn feichiog, nac
wrth eni plentyn neu wrth erthylu.

Cofrestrwyd cant dau-ddeg-naw o farwolaethau, ugain yn llai na'r nifer
am y flwyddyn cynt. Bu farw pedwar-deg-saith o glefyd y galon, pedwar-ar-
hugain o'r cancr a un-deg-saith o'r strôc.

Ni bu clefydau heintus anarferol yn ystod 1971. Nodwyd pump digwydd-
iad newydd o'r ddarfodedigaeth yn ystod y flwyddyn ond ni bu farw un person
o'r clefyd hwn. Er mwyn dod o hyd i bob person a fu mewn cyffyrddiad a'r
achos gwybyddus o'r darfodedigaeth y mae'r Adran yn cydweithredu a'r
arbenigwr lleol yn y maes hwn.

Yn fy Adroddiad Blynnyddol y flwyddyn ddiwethaf cyfeiriai at beryglon
cyneryd cyffuriau, yn y gobaith y byddai ymwybyddiaeth gynyddol o'r broblem
hon yn help i atal ei chynnydd yn ein hardal ni. Eleni, hoffwn eich dynnu
eich sylw at berygl sy'n lladd mwy o wrywod o dan ddeugain oed na dim achos
arall, ac sydd y trydydd lladdwr mwyaf o fenywod o dan ddeugain oed. Cyf-
eiriaf wrth gwrs at farwolaethau ar y ffyrdd. Pwysleisiodd penderfyniad di-
weddar a wnaed gan Gymdeithas Iechyd y Byd (1970) fod marwolaethau a niweid-
iau ar y ffyrdd yn un o problemau mawr iechyd cyhoeddus.

Yn y blynnyddoedd diweddaf ym Mhrydain Fawr, fe gafwyd 7,000 o farwolaethau yn flynyddol, 90,000 o niweidiau difrifol a chwarter miliwn o fan niweidiau fel canlyniad i ddamweiniau ar y ffyrdd. Yn 1971, union rif y bobl a laddwyd ar y ffyrdd oedd 7,696. Roedd y rhif yma o farwolaethau am 1971, yn 1,000 yn fwy na'r rhif o filwyr Americanaidd a laddwyd yn Vietnam yn ystod y ddwy flynedd 1970 a 1971.

Damweiniau ar y ffyrdd yw prif achos marwolaeth ym ysg gwrywod hyd at ddeugain oed, yn rhifo 30 y cant yn fwy nag afiechydon respiradol, 50 y cant yn fwy na chancr o bob math, dwywaith yn fwy nag afiechydon y galon ac wyth gwaith yn fwy nag afiechydon heintus. Mae marwolaethau benywod o ddamweiniau ar y ffyrdd tua hanner rhai'r gwrywod, ond hyd yn oed wedyn, i fyny hyd at ddeugain oed maeant yn drydydd prif achos marwolaeth ar ol afiechydon respiradol a chancr o bob math, ac yn lladd dwy waith cymaint aga a wna afiechydon heintus (Cofrestrydd Cyffredinol 1971).

Yn 1972 fe gyhoeddodd Adran yr Amgylchfyd arolwg o farwolaethau ar y ffyrdd yn Mhrydain ac yn yr Arolwg yma fe ddywedir "Nid oedd llai na 37,500 o bobl a gafodd niweidiau angheluol neu ddifrifol yn 1970 yn yrrwyr neu'n deithwyr set flaen newn ceir neu faniau ysgafn. Petai pawb wedi trafferthu i ddefnyddio y gwregysau (belts) oedd yn crogi heb eu defnyddio yn eu cerbydau, gallai tua 15,000 o'r niweidiau hyn fod wedi cael eu hosgoi". Cefnogir y datganiad yma gan y profiad a gaed yn nhalaith Victoria, Awstralia lle daeth gwisgo gwregys-sedd yn orfodol ar ddydd San Steffan 1970. Pan gymharwyd marwolaethau ar y ffyrdd am chwe mis cyntaf 1971, (pan oedd Victoria yn unig wedi cyflwyno gorfodaeth) gyda'r cyfnod cyfatebol yn 1970 fe welwyd fod y nifer o farwolaethau yn Melbourne wedi gostwng 24.8 y cant o'i gymharu a gostyngiad o 1.5 y cant yn unig yn y gweddill o Awstralia fetropolitan.

Ym Mhrydain yn 1970 'roedd yn bosibl cael gwybodaeth gan oroeswyr mewn perthynas i 2,264 o yrrwyr neu deithwyr sêt flaen a laddwyd ar y ffyrdd a chanfyddwyd nad oedd 2,1300 o'r rhain yn gwisgo gwregysau sêdd. Dengys ffigurau diweddar na wisgir gwregysau sêdd ond gan 32 y cant ar draffyrdd a 23 y cant ar ffyrdd A. Effallai mai dyfais i rwystro modur i gael ei yrru os na wisgir gwregysau sêdd yw'r ateb yma.

Credir fod cyflyrau meddygol, ag eithrio effeithiau alcohol, blinder a nod-weddion personoliaeth, yn gyfrifol an lai nag 1 y cant o ddanweiniau ar y ffyrdd. Mae archwiliad meddygol o gymhwyster i yrru yn awr yn angenrheidiol ar gyfer gyrrwyr cerbydau mwyddau-trwm a cherbydau gwasanaeth cyhoeddus a dylai yngeisydd am drwydded C.N.T. neu C.G.C. gydymffurfio â'r safonau llynaf o ran addasrwydd. Mae, wrth gwrs, safonau addasrwydd ar gyfer gyrrwyr cerbydau preifat, ond fe wyddis, os nad oes ymosodiadau sy'n analluogi person yn digwydd, dim ond nifer fychan o ymgeiswyr am Drwydded Gyrru sy'n dadlennu eu cyflwr meddygol arbennig. Fodd bynnag, byddai rheolau caethach yn fwy tebygol o arwain i fwy o gelu'r gwirionedd ac felly gynyddu y peryglon.

Yng Ngheredigion yn 1971 'roedd un ar ddeg o farwolaethau fel canlyniad i ddanweiniau ar y ffyrdd ac o'r rhain 'roedd wyth rhwng yr oedrannau pump a thrhdeg pedwar. Cyfanswm marwolaethau o bob math o achosion yn y grwp oedran yma yn y Sir yn 1971 oedd un-ar-bymtheg. Felly, o'r un marwolaeth ar bymtheg ifanc hyn, 'roedd eu hanner wedi eu hachosi gan ddanweiniau ar y ffyrdd.

Yn sylfaenol, y tair ffactor ynglyn â danweiniau ar y ffyrdd yw'r dyn, y nodur, a'r anghylchfyd ac fe ddangoswyd mewn prisiad o'r rhan perthynol a chwarc-eir gan bob un o'r rhain yn unigol ac mewn cyeuniad mai mewn 85 y cant o ddanweiniau y gyrrwr oedd yn gyfrifol yn rhanol, neu yn gyfangwbl a dim ond mewn 15 y cant yr oedd y cerbyd ar/neu'r anghylchfyd yn bennaf gyfrifol. Achoswyd

bron hanner y danweiniau gan ryngweithiad gyrrwr - angylchfyd ac achoswyd tua 15 y cant gan ryngweithiad gyrrwr - cerbyd - angylchfyd.

Felly, mae atal danweiniau ar y ffyrdd yn dibynnu llawer mwy ar y gyrrwr nag ydyw ar y cerbyd neu'r angylchfyd. Felly, er mwyn atal danweiniau ar y ffyrdd mae'n ynddangos yn llawer mwy pwysig sicrhau gyrrwyr saffach nag ydyw i gael cerbydau saffach neu angylchfyd saffach.

Er mwyn hyrwyddo gyrru mwy gofalus gan yr unigolyn rhaid i ddechrau ganfod achosion dreifio annio gel er mwyn bod mewn sefyllfa i gynghorri y gyrrwr unigol.

Ar y dechrau mae'n bwysig sylweddoli ei bod yn anymarferol ymhliith gyrrwyr moduron preifat i osod prawf am "dueddiad i ddanwain" ('accident proneness') gyda'r bwriad o atal y rhai sy'n methu'r prawf rhag cael trwydded. Yn ail, dylid sylweddoli, dan rai angylchiadau ar y ffordd fod pswb yn wynebu perygl. Fe geisir yn awr grynhoi rhai o'r angylchiadau hyn:-

Y ffactor bwysicaf pan gynhyrchir blinder neu luddled mewn cysylltiad a dreifio hir yw'r adeg o'r dydd pan fydd dreifio yn cymryd lle. Gan gynryd yn ganiataol rhythm dyddiol normal, fe ddangoswyd fod unigolyn yn seicolegol ar ei fan isaf tua 4.00 a.m. gyda chynnydd cyflym mewn perfformiad hyd 11.00 a.m. ac yna cynnydd araf hyd 9.00 p.m. pan fydd ei fywiogrwydd wedi cyrraedd ei uchafbwynt. Felly, dylai nodurwr preifat geisio osgoi gorffen cyfnod o yrru naith a hir yn ystod yr oriau cynnar, a dylai'r rhai sy'n cyflogi gyrrwyr pellter hir sicrhau na newidir 'shifts' yn rhy aml a bod amserlen-waith sefydlog i'w chael.

Gan iddo gael ei brofi mewn cyfnod o ddreifio yn para deuddeg awr, gyda'r amserau arferol i brydou bwyd, fod gyrrwyr yn dechrau 50 y cant yn fwy o oddi-weddyd peryglus (risky overtaking) yn ystod y tair awr olaf nag yn y tair awr gyntaf, yna dylai gyrrwr drefnu nad yw rhan olaf ei ddreifio hir ddim yn cyfateb i'r amser pan fydd ei fywiogrwydd ffisiolegol ar ei fan isaf.

Dylai nodurwr sy'n canfod eu hun bron yn achosi danweiniau oherwydd symudiadau o oddiweddyl peryglus, sy'n cael ei synnu gan groesdraffig ar groesffyrdd, sy'n brecio ar y munud ola ac yn gwrthdrawo y gêrs; dylai yn sicr aros yn y gwesty agosaf cyn i lugged dreifio a gyrru fod yn achos iddo gael damwain angheuol.

Ar wahân i'w berthynas gyda llugged neu flinder gyrru dylid ystyried goddi-weddyl (overtaking) ar ei ben ei hun. Yn ddengys yn amlwg fod y perygl wrth oddiweddyl yn cynyddu fel mae cyflyndra caeedig yn cynyddu - mewn geiriau eraill, y lleiaf o amser sydd gan yrrwr i sbario, y mae arno angen mwy o amser i ymateb, ond nid yw arwyddocâd hyn i rai gyrrwyr mor amlwg - os oes unrhyw amheuaeth ynglyn â goddiweddyl yna dylid ei chirio.

Dangosodd ymchwil seicolegol fod cyneryd risg yn cynyddu pan fo amgylchiadau angylchedd yn oedi yr ymgais i wneud y symudiad. Mewn dreifio golyga hyn fod gyrrwr a rwystrwyd yn ei ymgais gyntaf i oddiweddyl, yn anil yn debygol o geisio gwneud symudiad i oddiweddyl sy'n llawer mwy peryglus pan ddaw'r cyfle nesaf. Dangoswyd hefyd fod unigolyn yn debygol o fentro mwy wrth ddreifio pan fo'n un aelod o grŵp o yrrwyr.

Mae'r cyfeiriad blaenorol at gyflyndra caeedig mewn goddiweddyl yn arwain yn naturiol at brisiad o gyflyndra per se yn ei berthynas â diogelwch ar y ffordd. Mae'r gyrrwr cyflym a'r gyrrwr araf yn fwy tebygol o gael danweiniau ar y ffordd na'r gyrrwr o gyflyndra-cyffredin, a gall y gwahanol gyflyndra fod yn gysylltiedig âg agwedd ymosodol neu oedran y gyrrwr. Gall colledigion mewn gyrrwyr a theithwyr gael eu gostwng hyd at 50 y cant pan roddir y ffin cyflyndra 30 m.y.a. mewn grym gan fwy o batrol heddlu, a mesurwyr cyflyndra radar amlwg.

Mae canfod cyflyndra yn dod yn fwy annibynadwy fel mae cyflyndra yn cynyddu. Felly dylai'r gyrrwr cyflym sylweddoli ei fod yn ei gwneud yn fwy anodd i yrrwyr eraill ancangyfrif ei gyflyndra, ai fod yn eu gorfodi hwy i wneud penderfyniadau

sydyn sydd ddin bob anser yn rhai cywir. Er fod cyfradd damweiniau yn ôl cerbyd/milltir yn uwch yn yr ardaloedd trøfol mae gerwindeb y niweidiau yn 50 y cant yn fwy yn yr ardaloedd gwledig uwch eu cyflyndra.

Ffactor ffisiolegol bwysig arall mewn perthynas â damweiniau ar y ffyrdd yw lleihad mewn gwelededd (reduced visibility). Mewn trefi lle ceir goleuni gwael mae mwy o ddamweiniau o ganlyniad i fodurwyr yn methu a gweld cerddwyr a beicwyr nag mewn trefi lle ceir goleuni da ac mae 70 y cant o wrthdrawiadau rhwng cerbydau ysgafn a thu ôl loriau trwm yn digwydd yn ystod oriau'r tywyllwch. Perygl arall sy'n wynebu'r gyrrwr yw niwl, gan fod yn rhaid iddo ar un llaw ddreifio ar gyflyndra fydd yn ei alluogi i aros os bydd rhywbeth yn ymddangos yn sydyn ar y ffordd o'i flaen, ac ar y llaw arall mae'n rhwyn o gadw at rhyw gyflyndra arbenig pan fo mewn llinell o geir. Trwy ddefnyddio gwelediad cylchfesurol gellir cymeryd corneli yn sâff yn ôl 40 m.y.a. er fod y ffenestr flaen yn gwbl afloyw-felly mewn niwl, mwyaf y mae gweledied blaen y gyrrwr yn afloyw, tuedda i yrru'n gyflymach gan ei fod yn dibynnu ar welediad cylchfesurol a gyda cyflyndra ar a mae symbyliad cylchfesurol yn wan. Mewn niwl bydd gyrrwr gofalus yn cysylltu ei gyflyndra gyda'r hyn a wel o'i flaen ac nid gyda'r symbyliad cylchfesurol mae'n gael.

Mewn anghylchedd ddi-nôd, fel pan fo niwl, y cerbyd ar y blaen sy'n rhoi'r unig syniad o bellter, a thuedd y gyrrwr yw mynd mor agos ato fel y gall ei weld yn dda (cystal a phe no bai niwl) - mewn geiriau eraill, mae'n llawer nes at y cerbyd o'i flaen nag a fyddai dan anghylchiadau normal - ar ddancaniaeth seicolegol hon o gysondeb canfodiad ('perceptual constancy') sy'n achosi gwallgofrwydd traffordd ('motorway madness').

Er fod y rhan fwyaf o'r symbyliad sy'n cyrraedd y gyrrwr yn weladwy mae'n wir fod symbyliad sy'n ymwnëud â'r clyw yn gallu cymeryd lle symbyliad gweladwy

gan eu bod yn cael eu derbyn ar yr un siamol - golyga hyn nad yw gyrrwr sy'n cario ymlaen sgwrs ddeallus tra'n dreifio ar stryd brysur yn gyrru'n sâff. Hefyd mae defnyddio ffôn symudol neu ddyfais recordio yn creu dryswch clywadwy sy'n achosi lleihad mewn gallu gyrru gan fod sylw'r gyrrwr yn cael ei anharu a'i ranu yn ogystal a'r ffaith yr achosir dryswch wrth weithio'r cyfarpar. Fodd bynnag, os yw'r gyrrwr yn ymwybodol fod y symbyliad clywadwy yn ormod, cyn belled ac mae ei gynlluniau mewn porthynas i'w fodur yn y cwestiwn, yna gall y symbyliad clywadwy fod o fudd i symbylu'r gyrrwr lluddedig, fel y gwma radio modur. Mae effeithiau symbylu hon yn gwrthweithio ei symbyliad clywadwy dryslyd.

Mae'n ddifrifol sylweddoli fod un glasied o sieri yn effeithio ar allu i ddreifio er gwaetha'r ffaith fod y gyrrwr o ganlyniad yn fwriadol yn ceisio dreifio'n fwy gofalus ac araf. Mae'r uchafswm lefel presennol o alcohol a ganiatier yn y gwaed (sef 80 mg./100 ml.) yn un hael cyn belled ac mae'r gyrrwr yn y cwestiwn, a dylid sylweddoli fod lefel llawer is o alcohol yn y gwaed yn anharu ar effeithiolrwydd dreifio.

Mae'r ychydig o alcohol a gymerir yn gyffredin gan yfwyd cymdeithasol yn cynyddu'r perygl o ddamweiniau ar y ffyrdd pan ddigwydd anghylchiadau annisgwyl. Yr unig gyngor y gellir roi i'r rhai sy'n gyrru ac yn yfed yw - Peidiwch.

Ar y dechrau dywedais ei bod yn anymarferol rho prawf 'tueddiad i ddanwain' i fodurwyr preifat, ond yn awr hoffwn gynhwys o gosodiad yma trwy ddweud fod rhai adrannau o'r boblogaeth yn achosi mwy o ddamweiniau nag eraill. Dangoswyd drosodd a throsodd fod y person allt blyg yn fwy tueddol o gael ddedfrydu am yrru diofal na'r sawl sydd â phersonoliaeth normal neu fewnblyg. Mae hyn yn ategu'r grêd fod gyrrwyr gydag anianawd ymosodol yn fwy tebygol o fod yn gysylltiedig â danweiniau na gyrrwyr normal.

Ar sail tystiolaeth ystadegol dda, mae Cwmniau Yswiriant yn sylweddoli fod gyrrwyr ifanc yn tueddu i fod yn ddiofal, oherwydd mae cyfradd damwain yn ôl y filltir yng ngrŵp yr arddegau diweddar yn bun gwaith y cyfradd i'r holl oedrannau eraill. Dangoswyd hefyd fod personau gyda troseddau ffyrdd difrifol wedi cael mwy na'u siar o droseddau dybryd eraill yn eu herbyn, a dangosodd gwaith Americanaidd fod cydberthynas rhwng dinasoedd gyda nifer uchel offarwolaethau ar y ffyrdd a chyfradd uchel o lofruddiaethau a hunanladdiad.

Dywedir yn aml nad yw merched sy'n dreifio yn sâff a chefnogir y syniad yma gan y ffaith nad yw merched yn meddu cystal canfyddiad yn ymwnedd â lle neu ofod (spatial perception) â dynion. Er gwaethaf hyn mae'n ffaith fod merched yn cymeryd llai o fentr na dynion, a'u bod yn gysylltiedig â din ond tua hanner y damweiniau a achosir gan ddynion o'r un grŵp oedran.

I derfynu, mae damweiniu ar y ffyrdd yn debygol o ddigwydd ar ôl dreifio hir a maith, adeg symudiadau i oddiwedd yd, mewn dreifio grŵp, adeg cyflyndra uchel, pan fo gweledded yn isel, pan fo gwregysau sêdd heb gacl eu gwisgo, pan fydd yn rhaid ateb ffôn symudol neu pan fo siaradwr dibaid yn gyd deithiwr, pan fo'r lefel isaf a ganfyddir o alcohol yn y gwaed yn bresennol, yn enwedig mewn dynion ifanc ymosodol.

Dibynna diogelwch ar y ffordd ar eich ymwybyddiaeth chi o'ch personoliaeth a'i gyfyngiadau, a'r ffaith y gallwch ddwyn trasiedi i eraill yn ogystal ag i'ch teulu a chi eich hun.

Gwelir adroddiad mwy manwl o waith yr Adran Iechyd Cyhoeddus sy'n cynnwys darn gan yr Arolygwr Iechyd Cyhoeddus yn y tudalenau canlynol.

VITAL STATISTICS

1969 1970 1971

1. LIVEBIRTHS

Total ..	..	..	..	..	..	..	..	118	92	96
							Leg:	..	110	84	90
							Illeg:	..	8	8	6
Rate per 1,000 population (crude) ..	..	..	..	..	..	..		11.3	8.8	7.9
Rate per 1,000 population (adjusted) ..	..	..	..	..	..	..		10.4	8.1	7.3
Rate per 1,000 population England and Wales ..	..	..	..	..	..	..		16.3	16.0	16.0
Illegitimate live births per cent of total live births								7.0	9	6	

2. STILLBIRTHS

Total ..	..	..	..	..	..	..	..	0	2	1
							Leg:	..	0	2	1
							Illeg:	..	0	0	0
Rate per 1,000 live and stillbirths ..	..	..	..	..	..	..		0	21	10
Rate per 1,000 live and stillbirths England and Wales								13.0	13	12	

3. TOTAL LIVE AND STILLBIRTHS 118 94 97

4. PERI-NATAL DEATHS (Stillbirths plus early neo-natal deaths)

Total ..	..	..	..	..	..	..	..	0	2	2	
							Leg:	..	0	2	2
							Illeg:	..	0	0	0
Rate per 1,000 total live and stillbirths ..	..	..	..	..	..	..		0	21	21	

5. EARLY NEO-NATAL DEATHS (deaths under one week)

Total ..	..	..	..	..	..	..	..	0	0	1	
							Leg:	..	0	0	1
							Illeg:	..	0	0	0
Rate per 1,000 total live births ..	..	..	..	..	..	..		0	0	10	

6. NEO-NATAL DEATHS (deaths under four weeks)

Total ..	..	..	..	..	..	..	..	0	0	2	
							Leg:	..	0	0	2
							Illeg:	..	0	0	0
Rate per 1,000 total live births ..	..	..	..	..	..	..		0	0	21	

DEATHS

Total	160	149	129
Rate per 1,000 population (crude)	15.4	14.3	10.6
Rate per 1,000 population (adjusted)	12.2	11.2	8.3
Rate per 1,000 population England and Wales ..	11.9	11.7	11.6

Area comparability factor for births	..	..	..	0.92	0.92	0.92
Area comparability factor for deaths	..	..	..	0.79	0.78	0.78

POPULATION STATISTICS

Area (in acres)	1,141
Population (Census 1961)	10,427
Population (Register General's Estimated Mid-Year Population 1971)	12,150

CAUSES OF DEATH

(Headings with no deaths allocated are omitted)

<u>Causes of Death</u>		<u>Number of Deaths</u>	
		<u>Male</u>	<u>Female</u>
			<u>Total</u>
Malignant Neoplasm, Oesophagus	1	1	2
Malignant Neoplasm, Stomach	2	2	4
Malignant Neoplasm, Intestine	3	1	4
Malignant Neoplasm, Lung, Bronchus	4	-	4
Malignant Neoplasm, Breast	-	3	3
Leukaemia	1	-	1
Other Malignant Neoplasms	2	5	7
Diabetes Mellitus	-	1	1
Other Endocrine Etc. Diseases	1	-	1
Mental Disorders	-	1	1
Hypertensive Disease	1	2	3
Ischaemic Heart Disease	22	14	36
Other Forms of Heart Disease	2	9	11
Cerebrovascular Disease	4	13	17
Other Diseases of Circulatory System	2	5	7
Pneumonia	3	10	13
Other Diseases of Respiratory System	4	1	5
Peptic Ulcer	1	-	1
Intestinal Obstruction and Hernia	1	-	1
Other Diseases of Digestive System	1	1	2
Nephritis and Nephrosis	1	-	1
Other Diseases, Genito-Urinary System	-	2	2
Congenital Anomalies	-	1	1
Other Causes of Perinatal Mortality	1	-	1
<hr/>			
TOTAL:		57	72
<hr/>			129

INFECTIOUS DISEASES

The following is a list of the notifications of infectious disease, other than tuberculosis, received during the year:-

Acute Encephalitis Nil

Acute Poliomyelitis Nil

Food Poisoning 1

Infective Jaundice 4

Measles 16

Ophthalmia Neonatorum Nil

Paratyphoid Fever 1

Scarlet Fever Nil

TUBERCULOSIS

The following table shows the sex and age distribution of the new cases notified during the year:-

AGE GROUP	RESPIRATORY		NON-RESPIRATORY	
	Male	Female	Male	Female
5 - 14	-	-	-	-
15 - 24	-	-	-	-
25 - 44	1	-	-	-
45 - 64	1	1	-	1
65 +	1	-	-	-
TOTAL	3	1	-	1

SECTION 47 OF THE NATIONAL ASSISTANCE ACT 1948

No action was required to be taken under this Section during the year.

GENERAL PROVISION OF PREVENTIVE PERSONAL HEALTH SERVICES IN THE AREA

These remain essentially the same as in previous years and are under the control of the County Council.

W. J. St. E.-G. RHYS

MEDICAL OFFICER OF HEALTH

REPORT OF PUBLIC HEALTH INSPECTOR

To The Mayor, Chairman of the Health and Housing Committee,
Aldermen and Members of the Aberystwyth Borough Council.

Ladies and Gentlemen,

I submit herewith my annual report, as your Public Health Inspector and Housing Officer, for your consideration and information.

Perusal of the report will indicate the variety of work which the Public Health Department is responsible for administering.

I would like to record the willing assistance and support, at all times, of the Chairman of the Health and Housing Committee, Councillor D. L. Evans; also I appreciate the help and guidance of the Council and its Officers on many controversial issues, especially those relating to Housing. During the year sixteen new two-bedroomed houses on the Penybont East site were completed and let. A separate report on housing statistics is incorporated in my report this year.

To deal with the volume of work entailed, with such a small staff, has at times been difficult, but their willing assistance and co-operation has made this possible.

SUMMARY OF GENERAL STATISTICS

Number of various premises at 1 April 1972

Domestic

Commercial

Shops with Private Dwelling Accommodation	..	..	..	..	..	..	102
Shops (including Banks in shopping areas) and Cafes	..	..	..	..	..	..	163
Offices (including Banks in office areas)	..	..	..	..	..	..	84
Public Houses (including Beerhouses)	..	..	..	..	..	..	22
Hotels and Boarding Houses	..	..	..	..	..	..	40
Restaurants	..	..	..	..	..	..	1
Holiday Camps and Caravan Fields	..	..	..	..	..	..	1
Warehouses, Stores and Workshops	..	..	..	..	..	..	100
Garages (Commercial) Petrol Filling Stations and Car Parks	..	..	..	..	..	..	24
Lock-up Garages	..	..	..	..	..	..	408
Markets	..	..	..	..	..	..	2
Advertising Stations and Signs	..	..	..	..	..	..	15
Factories, Mills and premises of a similar character	..	..	..	..	..	..	12

Entertainment and Recreational

Public Utility

Educational and Cultural

Miscellaneous

PUBLIC HEALTH

GENERAL INSPECTIONS

Enforcement

Complaints received	168
Complaints not justified	14
Matters referred to other Departments	36
Preliminary Notices served	18
Informal Notices complied	19
Number of houses or part which on inspection were considered to be unfit for human habitation	2
Number of formal notices served requiring the execution of works under Public Health Acts	2
Number of houses which were rendered fit after service of formal notices under Public Health Acts	1
Number of houses inspected (Public Health Act and Housing Act) ..	24
Number of houses re-inspected (Public Health Act and Housing Act)	53
Number of houses demolished in Clearance Area	12

Food Premises

Milk Regulations, Dairies, Milkshops and Purveyors	18
Ice-Cream premises and vehicles (inspection and sampling)	43
Restaurant and food preparing premises	53
Butchers	12
Bakehouses	8
Greengrocers and Fishmongers	5
Railway Depot re. food	3
Food vehicles	10
Food inspection visits	138

Food Hygiene Regulations 1970

Premises inspected and re-inspected	87
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Pests Act 1949

Premises surveyed, inspected and re-inspected	659
Premises treated and re-treated	231
Block control schemes carried out	8

Factories Act 1961

Inspections, Power	27
Inspections, Non-Power	1

Tents, Vans and Sheds

Offices, Shops and Railway Premises Act 1963

Building Regulations

Scrap Metal Dealers Act 1964

Noise Abatement Act 1960

Visits 8

Other Classifications

WORK EXECUTED

Premises

Dirty or verminous conditions remedied	3
Nuisances, including noise, from animals or birds abated	2
Yard paving provided, renewed or repaired	1
Chimneys repaired	5
Roofs renewed or repaired	12
Accumulations removed	7
Chutes, downpipes or gutters renewed or repaired	16
Dampness remedied	20
Walls repaired	9
Inside plastering repaired	5
Ceilings repaired	4
Window sashes or frames renewed or repaired	7
Doors or frames renewed or repaired	5
Floors repaired or renewed	5
Rooms, passages and staircases redecorated	23
Under floor ventilators provided	2
Staircases repaired	2
Fireplaces repaired or renewed	7
Cookers repaired, renewed or provided	1
Boundary fences repaired	3

Drainage

Drains inspected	43
Drains tested, water	12
Drains tested, smoke	4
Drains re-laid or repaired	11
Drains cleansed	40
Inspection chambers repaired	8
Soil pipes or vent shafts fixed or repaired	3
Waste pipes provided or repaired	1
Sinks provided, renewed or repaired	15
Lavatory basins provided, renewed or repaired	2
Baths renewed or repaired	3
Gullies provided, replaced or repaired	12
Draining boards provided	5

Services

Water pipes renewed or repaired	2
Hot water systems provided, renewed or repaired	5
Taps repaired or renewed	3

WATER SUPPLY

Quality

The water supply is obtained from the Cardiganshire Water Board, and the quality throughout the year was satisfactory.

Quantity

There was no water shortage during the summer months.

Samples

Sample results were as follows:-

Number of samples taken	178
'Satisfactory'	178

Plumbo-Solvency

No adverse reports during the year.

Contamination

There has been no evidence of contamination throughout the year.

Chemical Analysis

A sample for chemical analysis was submitted to the Public Analyst, Carmarthen who reported as follows:-

	<u>Parts per Million</u>
pH Value	7.4
Colour (Hazen Units)	Nil
Free and saline ammonia	Nil
Albuminoid ammonia	Nil
Nitrite nitrogen	Nil
Nitrate nitrogen	Nil
Oxygen consumed 27C from N/80 permanaganate during 4 hours	0.05
Chlorides as Cl	11.0
Calculated as common salt	18.2
Total solids in solution	40
Lime as CaO	10
Total alkalinity as CaCO ₃	16.0
Total hardness as CaCO ₃	18.0

Chemical Analysis (continued)

Appearance	Bright and Clear
<u>Metals</u>	
Copper (Cu)	Absent
Lead (Pb)	Absent
Iron (Fe)	0.08

Observations Al

A water having a pH value of 7.4 is regarded as neutral in reaction. The sample contained 18 p.p.m. calcium carbonate and would be classified therefore as being "very soft". Organically it was of the highest quality. The complete absence of nitrogenous compounds being indicative of freedom from animal or vegetable pollution. The iron present amounted to no more than 0.08 p.p.m. a concentration much below the acceptable figure of 0.3 parts in public supplies.

This water was of good quality for drinking and domestic purposes.

Supply to dwellings

	<u>Dwellings</u>	<u>Persons</u>
Mains supply direct to dwellings	4,138	12,150

MILK AND DAIRIES REGULATIONS

There are thirty-nine registered distributors as follows:-

Milk Shops	14
Milk Roundsmen only	25

The bulk of milk supply in the Borough, which is pasteurised, is obtained from one wholesale dairy situated outside the Borough and is distributed by retailer roundsmen. A small quantity is untreated farm bottled milk.

Brucella Abortus Samples from non-pasteurised milk

(i) Number of samples of raw milk examined	49
(ii) Number of positive samples found	Nil
(iii) Action taken in respect of positive samples	Nil

FOOD AND DRUGS ACT 1955

Food Hygiene (General) Regulations 1960

Preliminary Notices served to remedy conditions	4
Verbal warning to remedy conditions	12
Preliminary notices complied	3
Number of premises	145
Number of premises fitted to comply with Regulation 16	145
Number of premises to which Regulation 19 applies	145
Number of premises fitted to comply with Regulation 19	143
Number of exemptions granted	2

The following are the trades carried on at the various premises:-

Cafes	25
Canteens	3
Licensed Premises	31
Market Stalls	3
Kiosks	5
Grocers	28
Greengrocers	7
Butchers	6
Chemists	7
Confectionery	22
Fish and Chips	6
Fishmongers	3

Food Inspection

Food premises have been inspected and considerable quantities of food condemned, both on the premises and at the office. The quantity of food varies considerably, but it is greater during the summer months when the catering business expands to cope with the large influx of holiday visitors, recently estimated to treble the population.

Condemnations

Fresh canned and meat products	3,025 lbs.
Fish, wet	84 lbs.
Canned and Miscellaneous	4,531 lbs.
Total foodstuffs condemned	7,640 lbs.

Disposal of condemned foodstuffs

Tin cans are punctured and buried at the refuse tip under supervision. Other goods are destroyed by incineration, but this method of destruction is limited as the number of solid fuel boilers is decreasing and no special incinerator is available for the purpose.

Poultry Inspection

One turkey processing unit is situated within the Borough and during the year the plant was again extended to increase production.

Inspection has been on the 'spotter' principle whereby all birds which are graded in Class B by the Producer were inspected the following day where possible. Condemnation was mainly due to extensive bruising and visceral neoplasms.

All birds are slaughtered humanely with an approved electric appliance in a slaughter hall specially designed and equipped for the purpose with all modern appliances.

ICE-CREAM

There are forty-seven registered distributors in the Borough, most of these selling nationally known products in pre-packed form. Five produce Ice-Cream from pre-mix.

Thirty-one samples were taken with the following results:-

The sample giving Grade 3 result was immediately re-sampled and the attention of the producers drawn to the unsatisfactory result. Advice is given on cleaning procedure.

The fact that only one sample out of the thirty-one taken was within 'Grade 3' indicates that the producers are making every effort to sell to the public a product of a very high standard. Regular sampling also helps to maintain this standard.

INTERNATIONAL HEALTH

The International Sanitary Regulations (World Health Reg: No.2) to which Great Britain is a signatory power, require the certification of international vaccination and inoculation documents for persons living within the Borough and proceeding to overseas destinations. Three hundred and sixty-one certificates were authenticated in the prescribed manner for this purpose.

Stocks of cholera and smallpox certificates are maintained in the Department and can be authenticated at any time in an emergency.

FACTORIES ACT 1961

There are sixty-two factories registered in the Borough, sixty are power operated and two non-power. Responsibility for the supervision of power operated factories is vested in the Ministry of Labour and National Service, except for the provision of sanitary accommodation. In the non-power factories the Local Authority is responsible for matters concerned with cleanliness, over-crowding, temperature, ventilation, drainage of floors and sanitation. The Factory Inspector notified six changes of occupation during the year.

The Factory Inspector of the Ministry notifies the existence of building operations and works of engineering construction in order that the Council may enforce the requirements of Section 7 of the Act, relating to sanitary conveniences on those sites or places of work. It should be noted that the provision of sanitary accommodation for persons employed on building or engineering work, or indeed on any project, is essential.

(see Appendix 1)

OFFICES, SHOPS AND RAILWAY PREMISES ACT 1963

The tables below indicate the number of premises registered at the end of the year and the work which has been carried out:-

(a) Premises registered

Offices	112
Retail Shops	157
Wholesale/Warehouses	13
Catering Establishments	43
Fuel Storage Depots	5
Total:	<u>330</u>

New registrations during 1971 = 25

(b) Persons employed

Males	778
Females	1,033
Total:	<u>1,811</u>

(c) Inspections

Offices	36
Shops	42
Warehouses	8
Catering	13
Fuel Depots	3
Total:	<u>102</u>

Total number of visits	267
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Accidents investigated in accordance with the Act
and reports submitted to the appropriate Ministry 4

(d) Enforcement

Notices served	8
Notices complied	14

(e) Contraventions remedied

Section 4 - Cleanliness	1
Section 6 - Temperature	4
Section 7 - Ventilation	3
Section 8 - Lighting	2
Section 9 - Sanitary conveniences	7
Section 10 - Washing facilities	8
Section 12 - Clothing accommodation	2
Section 16 - Stairs	5
Section 24 - First Aid	6
Section 50 - Information	6
	44

Close contact and periodic meetings are held with the Inspector of Factories and matters of common interest discussed and settled, in this rather complicated Act with many borderline responsibilities.

SWIMMING AND PADDLING POOLS

The only swimming bath in the Borough is owned by the University College of Wales, Aberystwyth, and its use is restricted to students, College staff and families, and during term time this facility is extended to cover pupils of the local Secondary Schools and the College of Further Education. The standard of maintenance and cleanliness is very high.

The Council owns a paddling pool on the promenade and this is mechanically filled with sea water and emptied by gravity. The pool is very popular with children and refilled daily with sea water which is chlorinated. During the season twenty-six samples were taken, and if a result indicated that extra chlorination was necessary, the water was changed immediately. Continual sampling guaranteed a safe pool for young children.

During the year eleven samples were taken from the Primary School, Plascrug, all these samples gave satisfactory results. At the end of the year another small indoor pool was constructed at Yr Ysgol Gynraeg, Alexandra Road, one sample was taken from this pool and found to be satisfactory.

PESTS ACT 1949

Rats and Mice

Properties other than Sewers	Type of Property	
	Non-Agricultural	Agricultural
1. Number of properties in the district	4,135	3
2. (a) Total number of properties (including nearby premises, garden sheds, etc.) inspected following notification	197	-
(b) Number infested by:-		
(i) Rats	84	-
(ii) Mice	71	-
3. (a) Total number of properties inspected for rats and/or mice for reasons other than notification (routine block inspection)	462	-
(b) Number infested by:-		
(i) Rats	2	-
(ii) Mice	5	-

The table above includes the results of eight block inspections which have covered a considerable part of the town in addition to the routine complaint and infestation work.

The sewers were treated twice during the year and each manhole was inspected pre-baited and poison laid. There are five hundred and fifty-six manholes known to exist.

Evidence of rodent infestation was found in fifteen manholes, these were treated until the infestation was abated. This bi-annual treatment prevents any major infestation occurring in premises and lands within the Borough.

Disinfestation - Vernin

Treatment was carried out in nineteen business and domestic premises for infestation by fleas, beetles, wasps and ants. Charges were made and advice was given where necessary.

DISINFESTATIONS

Disinfestation was carried out in one case for infectious disease.

REFUSE COLLECTION AND DISPOSAL

Refuse collection, together with salvage and disposal, is under the control of the Borough Surveyor. Domestic and trade refuse are normally collected once weekly and in certain cases more frequent collections are arranged.

The refuse is tipped at Felinymor and soil from the site is used for covering. Regular inspections and treatment, if necessary, for rodent infestation, is carried out on this tip.

SCRAP METAL DEALERS ACT

Three persons have been registered in the Borough and are, therefore, authorised dealers in scrap metal in the area. Registers are inspected annually and to date no contravention has been found.

LIQUID EGG PASTEURISATION REGULATION 63

There are no pasteurising plants for this commodity in the Borough.

CARAVAN AND CAMPING SITES

One holiday camp, which has been established for many years, is licensed by this Authority. The owners have been very co-operative and any requests from the Department have been immediately complied with. This site, the Aberystwyth Holiday Village, is licensed to provide accommodation for two hundred touring vans and twenty-four permanent residential vans. The annual inspection, accompanied by the Fire Prevention Officer, was carried out and all appliances met with the requirements of the Fire Service. The necessary life saving appliances are provided along the river bank and are inspected annually. No complaints were received during the year regarding this site.

This camp is now completely on the main drainage system and practically all residential vans have their own water supply.

LICENSED VICTUALLING AND CLUBS

It has been the practice in the Borough, for many years, to prepare a report annually for the Licensing Magistrates. This report is presented to the Licensing Justices who insist, as a condition of the licence, that any contraventions found must be remedied within a time limit specified by them. This has involved fifty-four visits being made to licensed premises during the year.

Over the years a high percentage of the local licensed premises has been modernised and provided with new blocks of sanitary conveniences. This has resulted in a very high standard being achieved in all licensed premises and clubs within the Borough. The co-operation of the local Magistrates in this work is appreciated.

SEWERAGE AND SEWAGE DISPOSAL

Thirteen dwellings are not connected to the public sewers.

The co-operation of the Aberaeron Rural District Council, who permit their vehicle to be used to empty cesspools in the Borough on a repayment basis, is acknowledged and it provides a very necessary facility.

NOISE ABATEMENT ACT 1960

HOUSING

The Public Health Department is responsible for housing administration. There are at present, within the Borough, nine hundred and four Council owned dwellings, ranging from one bedroom flats for aged or single persons to large four bedroom dwellings.

The administration of these dwellings involved:-

Number of Council dwellings visited or re-visited = 286
Number of visits regarding housing applications = 192
Number of interviews regarding housing applications = 348

The applications for housing received during the year which qualified for inclusion on the housing list was ninety-six, and the total on the housing list is two hundred and eighty.

Applicants requiring housing are as follows:-

Ordinary

Children	0	1	2	3	4 or more	Total
Active	18	28	17	6	0	69
New '71	21	33	11	3	4	72
Deferred	4	17	5	1	1	28
Total	43	78	33	10	5	169

Aged or Single Persons

	Single	Couples	1 dep.	2 dep.	Total
Active	53	20	4	2	79
New '71	17	4	3	0	24
Deferred	2	4	2	0	8
Total	72	28	9	2	111

Grand Total = 280

The outstanding shortage of accommodation has been for elderly persons requiring one or two bedroom accommodation, particularly in the town area, as the more hilly parts of Penparcau are considered to be difficult for many elderly persons. The percentage also indicate that there is an urgent need for new development of two bedroom type accommodation. This accommodation is under construction, sixteen of the thirty-two houses having been completed during the year.

Accommodation Provided

Private construction accounted for two dwellings and sixteen new Council dwellings were completed.

Some forty-five new lettings were effected from the Housing List, accommodation being provided for hundred and thirty-eight persons. Transfers were arranged for twenty-five families comprising eighty-one persons, in pursuance of the maximum use of housing accommodation. In addition, two mutual exchanges involving ten persons were effected. Two hundred and twenty-nine persons, in all, were thus provided with suitable housing accommodation during the year.

A scheme for modernisation of the older dwellings is in progress and it is hoped that eventually all dwellings will be provided with modern facilities.

CHRONIC SICK AND DISABLED PERSONS ACT 1970

The Aberystwyth Borough Council has adopted the principles laid down in the above Act regarding housing. During the year in three premises alterations were carried out and fittings provided to assist disabled persons in Council dwellings. When the Department are aware of any such need arising, immediate attention is given to such cases.

HOUSING ACT 1969, Part III

The Department is responsible for the inspection and recommendations or registration of applications made under the above Act with regard to Qualification Certificate being issued. During the year seventeen inspections were made and it is anticipated that this will increase as the provisions of the Act become known.

D. M. LEWIS

PUBLIC HEALTH INSPECTOR
AND
HOUSING OFFICER

APPENDIX IPREScribed PARTICULARS ON THE ADMINISTRATION
OF THE FACTORIES ACTS 1937 - 1961

Inspections for purposes of provisions as to health (including inspections made by the Public Health Inspector)

Premises	Number on Register	Number of		
		Inspections	Written Notices	Occupiers Prosecuted
1. Factories in which Section 1,2,3,4 & 6 are to be enforced by the Local Authority	2	2	-	-
2. Factories not included in (1) in which Section 7 is enforced by the Local Authority	60	33	1	-
3. Other premises in which Section 7 is enforced by the Local Authority (excluding out-workers premises)	-	-	-	-
TOTAL	62	35	1	-

Cases in which defects were found

Particulars (1)	Number of cases in which defects were found				Number of cases in which prosecu- tions were in- stituted (6)	
	Found (2)	Remedied (3)	Referred			
			to H.M. Inspector (4)	by H.M. Inspector (5)		
Want of Cleanliness (S.1)	-	-	-	-	-	
Overcrowding (S.2)	-	-	-	-	-	
Unreasonable temper- ature (S.3)	-	-	-	-	-	
Inadequate venti- lation (S.4)	-	-	-	-	-	
Ineffectivo drainage of floors (S.6)	-	-	-	-	-	
<u>Sanitary Conveniences</u> (S.7)						
(a) Insufficient	-	-	-	-	-	
(b) Unsuitable or defective	1	1	-	-	-	
(c) Not separate for sexes	-	-	-	-	-	
Other offences against the Act (Not including offences re- lating to cut-workers)	-	-	-	-	-	
TOTAL	1	1	-	-	-	

PART VIII OF THE ACT

Out work - Nil

